Renaming of Tinsukia Mail as Dibrugarh Mail

14. SHRI V. GOPALSAMY: Will the Minister of RAILWAYS be pleas-ed to state:

(a) whether it is a fact that the present Tinsukia Mail, which was initially running upto Guwahati as Guwahati Mail, was originally proposed to run upto Dibrugrah as Dibrugarh Mail when it was introduced between New Delhi and Assam, with a transhipment at New Bongaigaon;

(b) whether it is also a fact that the said train was renamed as Tin-sukia Mail when it was later on extended upto Tinsukia;

(c) whether Government propose to rename the said train as Dibrugarh Mail, as originally proposed, in view of the fact that it has been extended upto Dibrugarh; and

(d) if so, by when and if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) BG-MG service New Delhi-Guwahati was initially introduced as 'Assam Express*. At that time there was no proposal to run it upto Dibrugarh.

(b) Yes, Sir.

(c) and (d) Tinsukia Mail (MG) has been extended upto Dibrugarh Town from 1-10-1987. But there is no proposal to change its popular name.

Increase in the number of Rail accidents

15. SHRI NARAYAN KAR: Will the Minister of RAILWAYS be pleas-ed to state:

(a) whether it is a fact that the number of rail accidents has gone up during the current post-budget period;

(b) if so, what are the details in this regard, stating the causes of the accidents;

'(c) whether Government have decided upon any remedial measures;

(d) whether Government are considering any changes in its Railway Transport Policy; and

(e) if so, what are the details thereof?

' THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes, Sir. The details are as under: —

	Number of consequential train accidents				
		Collisions	Derail-ments	Accidents at level crossings	Fire in trains
April-June 1988	• 9	*	• 131	17	1
April-June 1987	7		110	14	4

Major causes of these accidents are — failure of railway staff, failure of persons other than railway staff, and failure of railway equipment.

(c) Some of the important steps taken to, prevent accidents are;

(i) Intensification of field inspections by supervisors and officers.

(ii) Formation of multi-disciplinary teams to inspect accident-prone areas and suggest corrective measures.

(iii) Counselling of staff especially Drivers, Assistant Station Masters, etc.